

The Hongkong Telegraph.

No. 2255.

SATURDAY, JUNE 8, 1889.

SIX DOLLARS PER QUARTER.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL\$7,500,000.
RESERVE FUND4,300,000.
RESERVE LIABILITY OF PROPRIETORS7,500,000

COURT OF DIRECTORS:—
CHAIRMAN—W. H. FORBES, Esq.
DEPUTY CHAIRMAN—H. L. DALRYMPLE, Esq.
W. G. BRODIE, Esq.
T. E. DAVIES, Esq.
J. F. HOLLIDAY, Esq.
Hon. J. J. KESWICK.
Hon. B. LAYTON.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
L. F. POSENER, Esq.
N. A. SIKES, Esq.
E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—G. E. NOBLE, Esq.
MANAGER.
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE, Chief Manager.
Hongkong, 20th May, 1889.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000.
PAID-UP CAPITAL£80,000.

Registered Office, 40, Threadneedle Street, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS FOR COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS: Fixed for 12 months, 5 per cent. per annum.

ON CURRENT DEPOSIT ACCOUNTS 2 per cent. per annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT, Manager.
HONGKONG BRANCH.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, 10 to 1; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3 1/2 per cent. will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked "HONGKONG SAVINGS BANK BUSINESS," will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

G. E. NOBLE, Chief Manager.
Hongkong, 1st January, 1889.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.

SUNDAYS.

10.40 A.M.; 12 to 1.30 P.M. every quarter of an hour.
4 to 8 P.M. every quarter of an hour.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars, Five-Cent Coupons and Reduced Tickets at the Office.

MACLEWEN, FRICKEL & Co., General Managers.
Hongkong, 1st May, 1889.

Intimations.

THE

HALL & HOLTZ C. CO., LIMITED.

SUMMER SALE.

NOW PROCEEDING.

FURNISHING DEPARTMENT.

Drawing Room Suites in Silk, Plush, and Tapestries. Bedroom Suites in Solid Teak. Dining Room, Easy, and other Chairs. Solid Teak Sideboards and Dining Tables, all sizes. Over-Mantels of every description, Japanese Screens, Japanese and other Cabinets, and Fancy Cabinet Goods of all kinds. Single and Double Iron and Brass Bedsteads, Dinner Sets, Tea Sets, Toilet Sets, Hink's Patent Duplex Lamps, Patent Filters, 1,550 pairs Lace and Madras Curtains, and about 50 Oil Paintings, and other Pictures.

AT SPECIAL SALE PRICES.

THE HALL & HOLTZ CO-OPERATIVE LTD.

Hongkong, 8th June, 1889.

[36]

ROBERT LANG & CO., TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

CLEARANCE SALE.

BEGINNING ON

MONDAY,

THE 10th INSTANT.

OF all GOODS liable to deterioration from dampness arising from the recent flooding. 25% TO 50% REDUCTION FOR CASH ONLY.
200 Pairs of English and French BOOTS and SHOES of all kinds, formerly sold at from \$5.00 to \$7.50, now for \$2.50 to \$3.50.

GENTS UNDER-VESTS, SOX, SHIRTS, COLLARS, CUFFS, SCARVES, TIES, HATS, TRAVELLING RUGS, GLADSTONE BAGS, &c., &c., &c.

NOTE.

These Goods have not been damaged by water.

QUEEN'S ROAD (Opposite HONGKONG HOTEL.)

Hongkong, 7th June 1889.

[38]

KELLY & WALSH, LD.

IMPORTERS OF TOBACCOS, CIGARS AND CIGARETTES.

FRESH TOBACCOS.

Richmond Gem Cury Cut Mixture.
Old Rip.
Willie's Three Castles.
Willie's Bristol Bird's Eye.
Cope's Golden Cloud.
Yarborough's Golden Rain.
Happy Thought.
Dollar Brand.
Golden Eagle.
Star Mixture.

FRESH CIGARETTES.

Sweet Caporals.
Kinney's Straight Cut.
Little B's.
Richmond Straight Cut.
Virginia Brights.
Duke's Camels.
Kinney's Special Favourites.
Straight Cut.
Chlopatra Egyptian Flowers.
Sweet Caporals Selected.
Kinney's Half Caporals.

SWEET CAPORALS.

MANILA CIGARS.

Regalia Britannica—Media Regalia—Flor de Pensados.
Chimborazo—Principes—Caprichos—Princesas.
Exquisitos—Non Plus ultra—Reina Victoria.
Regios—Regalia Imperial—Regalia Oriental.
A large assortment of Meerschaum, Brar Root and Ashstos Pipes, Meerschaum and Amber Cigar and Cigarette Tubes, Russia, Morocco and Calf Cigar and Cigarette Cases, and every description of Smoker's Requisites.
Hongkong, 21st May, 1889.

[7]

FOR SALE, NEW SADDLERY.

POLO SADDLES.

POLO BITS.

SINGLE AND DOUBLE BRIDLES.

MARTINGALES.

SIRCINGLES.

BODDY ROLLERS.

WHIPS, SPURS, HARNESS, REINS, SADDLECLOTHS

AND STABLE REQUISITES of all kinds.

JANES & SONS LTD.

Hongkong, 28th May, 1889.

[28]

A. HAHN, PIANO TUNER AND REPAIRER.

ON HIRE PIANOS FOR SALE

Address: 40 HONGKONG HOTEL or No. 25, CAINE ROAD.

Hongkong, 24th December, 1888.

[37]

W. B. BREWER.

HAS JUST RECEIVED THE FOLLOWING NEW FRENCH BOOKS:

L'UNIVERS DANS PARIS.

Silvestre—Contes à la Bruce.
Un Premier Amant.

La Comtesse Helene.
Lol—Sapoterics D'Automne.

Zola's La Terre.
Lé Réve.

Bouquet—Etudes de Portraits.
Edouard—Comtesse Darig.

Marné—Amour Coupable.
Santalère—Une Fille des Pharaons.

Giboulade—Les Gantes de l'année.
Lafont—L'Homme de Jole.

Hongkong, 29th May, 1889.

Fagge's Dictionary of Medicine.

Thompson's Domestic Medicine.

Best quality gilt edge Squeezers—Playing Cards.

New Framed Pictures.

Rubber Soled Walking Shoes.

New Solid Soled Tennis Shoes.

New Ladies' Walking Shoes.

Gold Finner Tobacco.
Myrtle Grove.
Three Castles.
Sweet Caporal Cigarettes.

[109]

Insurances.

THE FUNDS OF THE

STANDARD LIFE OFFICE

ARE invested entirely within the British Dominions and are thus free from the complications which might arise in time of war. They now amount to Six and three-quarter Millions Sterling, and are increasing yearly. A marked preference continues to be shown for STANDARD POLICIES, and every year since 1865, New Assurances for upwards of £1,000,000 Sums Assured have been placed on the books—a result continued uninterruptedly for so long a period by no other British Office.

THE BORNEO COMPANY, LIMITED.
Agents, Hongkong.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL: TAELS 600,000. } \$833,333-33
EQUAL TO }
RESERVE FUND } \$318,000-00

BOARD OF DIRECTORS.
LEE SING, Esq. Lo YUKE MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEL

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 3 & 9, PRAYA WEST.
Hongkong, 17th December, 1888.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted on all Parts of the world available at any of its Agencies.

WOO LIN YUEN Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882.

Shipping.

STEAMERS.

FOR SHANGHAI.

THE Steamship

"PEKING."

Captain G. Heuermann, will be despatched for the above Port, on MONDAY, the 10th instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, 7th June, 1889.

FOR KOBE.

THE Steamship

"MACBETH"

will be despatched for the above Port, on or about the 11th June.

For Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 4th June, 1889.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHI."

Williams, Commander, will be despatched as above on SATURDAY the 15th June, at 4 P.M.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First Class Saloon and Cabin are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th May, 1889.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"LOMBARDY"

will leave for the above places about WEDNESDAY, the 13th June at NOON. This vessel does not carry passengers.

E. L. WOODIN, Superintendent.

STEAM TO LONDON, DIRECT, Calling at intermediate Ports.

THE P. & O. S. N. Co.'s Extra Steamship

"BRINDISI"

will leave for the above places about the middle of the month. This vessel is disconnected from the Mail services but has excellent accommodation for a limited number of through passengers (First Saloon only) at specially reduced rates. Electric Light throughout the steamer. Deck cabins (two berths). Surgeon carried, &c.

E. L. WOODIN, Superintendent.

Hongkong, 3rd June, 1889.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL"

will leave for the above place about 24 hours after her arrival with the outward English mail.

E. L. WOODIN, Superintendent.

Hongkong, 3rd June, 1889.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"OOPACK"

J. C. Jaquet, Commander, will be despatched as above on or about the 17th June.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 31st May, 1889.

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR."

Captain J. G. Ollent, will be despatched for the above Ports, on TUESDAY, the 11th inst., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 6th June, 1889.

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW ZEALAND PORTS.

THE Company's Steamship

"WHAMPOA"

will be despatched as above on WEDNESDAY, the 12th June, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer, which is situated amidships upon the upper deck.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th May, 1889.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE A. I. American Ship.

"CONQUEROR."

First Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to PUSTAU & Co.

Hongkong, 17th April, 1889.

FOR LONDON AND HAMBURG.

THE 3/3 A. I. German Bark

"PAPA"

Henne, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to PUSTAU & Co.

Hongkong, 10th April, 1889.

FOR NEW YORK.

THE 3/3 A. I. American Ship

"AGENOR."

Lothrop, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to PUSTAU & Co.

Hongkong, 10th April, 1889.

FOR NEW YORK.

THE 3/3 A. I. American Ship

"SOUTHERN CROSS."

Bailey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 15th May, 1889.

MAILS.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF NEW YORK"

will be despatched for San Francisco, via Yokohama, on SATURDAY, the 22nd June, at ONE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return, } 350.00
available for 6 months..... }
To Liverpool.....350.00
To London.....350.00
To other European Ports: at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information, as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 6th June, 1889.

ADAMSON, BELL & Co., Agents.

Hongkong, 6th June, 1889.

ADAMSON, BELL & Co., Agents.

Hongkong, 6th June,

Intimations.

DAKIN BROS. OF CHINA, LIMITED.
DISPENSING CHEMISTS,
WHOLESALE AND DETAIL DRUGGISTS,
QUEEN'S ROAD.

DAKIN'S CHOLERA ELIXIR,
For Administration in
CHOLERA, DYSENTERY, COLIC, &c.

THIS well tried remedy has been in extensive use in India, Burmah, and some parts of China, for many years, and has proved beyond doubt its efficacy in arresting the rapid progress of Cholera symptoms, and in combating this fatal malady when developed.

An infallible stand-by, no House should be without it.

Cholera Belts, Hot Boxes, Hot Water Bottles, etc., etc.

Sold in 3 & 8 oz. Stopped bottles,
at \$1.50 and \$3.

22, QUEEN'S ROAD CENTRAL.

(Telephone No. 60.)
Hongkong, 28th May, 1889.

FOR HOT CLIMATES.

WATSON'S
EFFERVESCENT SALINE.

AN effervescent preparation, forming when mixed with water a cooling and refreshing beverage, pleasant to the taste, and invaluable for maintaining the system in a healthy and natural condition.

It relieves Bilious Headaches, Feverishness, and Indigestion, and is specially recommended for sluggish and inactive Liver, Heartburn, Acidity, Scorbatic Eruptions, and Blisters on the Skin, &c.

It is an excellent Aperient, and forms a capital substitute for Saline Powders.

In Bottles, 75 Cents each.

WATSON'S
PURE

FRUIT CORDIALS

PREPARED FROM THE JUICE OF THE FINEST
SELECTED FRUIT RIFE FRUIT.

Make Delicious Summer Beverages.

RASPBERRY, STRAWBERRY, DAMSON,
BLACK CURRANT, RED CURRANT,
ORLEANS PLUM.

PINEAPPLE, MORELLO CHERRY,
LIME FRUIT, &c.

Price, 75 Cents per bottle.

WATSON'S
SPARKLING EFFERVESCENT

CITRATE

MAGNESIA

When the body is in a heated or feverish condition, this preparation will be found most grateful, as it tends to produce a slight moisture in the skin, and cools the system generally.

It makes an agreeable Saline Draught, Antacid and mildly Aperient, preferable to any other Saline as a Febrifuge.

In Bottles, 50 Cents and \$1 each.

'SALT REGAL.'

A NEW & MARVELLOUS DISCOVERY!

For the Prevention and Cure of

FEVER, CHOLERA, &c.

A Favorite Remedy at Home and Abroad.

An Effervescent White Powder lately discovered which changes colour and develops OZONE—the principle of life.

Destroys Parasites and Fungoid growths in impure water, and directly affects Worms and Parasites in the system.

Price, \$1 per bottle.

A. S. WATSON & Co., LIMITED,
Sole Agents for

HONGKONG, CHINA AND MANILA.

HONGKONG DISPENSARY,
May, 1889.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 8, 1889.

WE have previously directed public attention to the unsatisfactory manner in which the directorships of public companies in this colony are manipulated, and have thereby gained in certain interested circles a considerable amount of opposition and ill-will. That, however, is neither here nor there, and is only what every independent newspaper may expect in a community which is almost entirely made up of wheels within wheels. The general rule followed in selecting directors of the various limited liability enterprises flourishing (or decaying) in our midst would seem to place lack of influence and thoroughly established incompetency as the leading qualifications for these liberally paid sinecures. It cannot be denied that on the boards of many of our public companies are men who possess neither character, influence, ability, money, self-respect, special experience—or, in fact, any of those attributes which one would regard as not merely desirable but as an absolute necessity before entrusting such persons with the management of large and important commercial undertakings and giving them carte blanche in dealing with other people's money. Farming directorships has become a trade in Hongkong, and a very lucrative one indeed to quite a number of pseudo-philanthropists whose names are on our list, and with whom we intend to have a day of reckoning before long. There is one joint stock

concern flourishing in the colony which is directed by a number of individuals, not one of whom can influence ten cents' worth of business from one year's end to the other, and whose whole career of management has been nothing but gross bungling and blundering at the expense of the shareholders. Needless to say that the majority, if not absolutely the whole, of these "jobbers"—that is their proper designation—have regularly drawn their liberal salaries, made every possible use of the confidential information in their possession to gamble in the company's shares—that is, to play with "packed hands" against the shareholders and the public—and, instead of working out seven years on the treadmill, are still holding their heads high amongst the *haut ton* of the colony. And this particular company is by no means an exception to the prevailing custom. However, we have neither time nor space at our disposal at present to deal in *vitriolum* with the scandalous "corner" in directorships for which Hongkong has so long been notorious, but hope at no far distant date to thoroughly dissect and place in its proper light before the public what is a disgraceful blot on our commercial system. Meanwhile we would direct attention to the following article on the same subject, which we extract from a well known London contemporary, specially devoted to questions of finance and investment, the *Weekly Bulletin*:

DIRECTORS' DUTIES.

The duties of directors is a subject that has been written on so frequently that we paused before referring to it again. Still, there are various points in connection with the subject that have not yet been dealt with, and we think they are too important to be overlooked.

There is probably no class of men holding more responsible positions than directors of public companies; yet who are the great majority of these gentlemen, and what are their special capabilities for guiding the affairs of a public company? It is really lamentable, and nothing less, to see a company after Company coming out under the auspices of a board of directors totally unfitted to carry out the duties for which they are paid by the shareholders. The fact of the matter is that these gentlemen do not comprehend what the many duties of a Company director are. They seem to look upon any undertaking of which they become directors as a description of conduct which will go ahead on its own account, and never require guiding or anything else. They trust too much to the old employees, who are supposed to know all about the practical working of the business, and they (the directors) merely meet once a week or so to hear what has been going on. In such instances the directors, though they may not know it and would be the last to own it, are really in the hands of the employees, who are well aware that the body of gentlemen placed over them as administrators-in-chief know nothing whatever of the business they are supposed to conduct. We know of several instances where this sort of thing is going on to-day. The employees are having all their own way, the directors are too blind and ignorant to know what is going on, and the shareholders are paying the piper.

It is, we admit, a great temptation for a man to accept a seat on a board by which means his income will be increased, though he is fully aware all the time that he is not the most suitable person for the post. If he is invited, why should he refuse? He is not over-anxious to publish the fact that he is an ignoramus, so far, at any rate, as business is concerned; whilst by accepting he is swelling his income and entering upon a career which he is not so much to blame as the individual who invites him to accept office. This would probably be the case of a company promoter, the vendor, or the solicitors or auditors of the Company. There is a natural reason why any of these gentlemen should unnecessarily worry themselves about the selection of a board, so long as the persons selected have never been tried for murder, forgery, or anything else equally degrading to a man's reputation. Their business is to float the Company, on which feat being performed they draw their fees; and so long as the Company lasts, the solicitors and auditors will continue to draw fees for their work done. When it is wound up, they have to be appointed liquidators and solicitors to the liquidation—two very remunerative appointments.

We contend, however, that the first duty of a Company director is to seriously consider whether or not he is a suitable man to fill the appointment offered to him. He cannot believe himself to be so without good reasons, and if he concludes that he is not, he has no right to accept the position. He may blackmail himself for many reasons. Perhaps he has not the required time to devote to the undertaking; he may know nothing whatever of the business he is asked to associate himself with; he may be a perfect ignoramus on business and financial matters generally; he may not be actually satisfied in his own mind that the scheme is a *bona fide* one, and that the proposed Company is not over-capitalized. These are but a few reasons why he should refuse the invitation to become a director. The mere fact of his getting a few hundred pounds per annum does not over-ride any one of the obstacles named, or a dozen others which could be put forward.

Then there is another duty which a director should not overlook; that is, to be very careful how he uses the name of any Company of which he is a director. It is a very common thing to see on the prospectus of a new undertaking the name of Mr. So-and-so "director of" such and such a Company. As a rule, the Company quoted is the most prosperous with which he is associated, and the mere fact of the undertaking being a successful institution acts as a recommendation to Mr. So-and-so, and stamps him to a certain extent as a good man. But it is very unfair to the shareholders in a prosperous Company to see any of its directors associating themselves with questionable schemes, and advertising the fact that they are directors of this, that, and the other concern. We know of many instances where this has been done, and where men have done little less than prostitute the names of sound undertakings to enable them to profit thereby. Take, as an example, one case, that of a benevolent-looking old gentleman, whose career has been of a somewhat chequered description, and who some years ago became a director of a life insurance of high standing and well-known respectability. This old gentleman some time afterwards called what may be termed "fee fever," and called as a director on all manner of Companies. On each of his new undertakings he advertised himself as a director of the life office question, and, judging by the character of some of the

schemes, it is doubtful whether this old gentleman's connection with the Insurance Company did him much good. He went neck and crop into almost anything and everything; and though the *Directory of Directors* only registers him as a director of three or four Companies, it is not because his name has only appeared on that number of prospectuses, but because the majority of the newer schemes did not float. Cabs, bread, fire-engines, land, soap, mortgages—indeed, everything—came as fish to his net, and he swallowed the lot. Now, we contend that this old gentleman is but one of many instances where the name of a sound undertaking has been dragged through the mire to benefit personal aims. The system is wrong and unfair, and it is the duty of co-directors or shareholders to see that this sort of thing is put a stop to. If a man does not possess a name strong enough to induce the investing public to support him, he has no right to conjure with the good name of any successful Company he is an official of with the object of not benefiting that Company, but benefiting himself. A great deal could be written on this subject, and some day we will return to it.

In conclusion, we would draw the attention of investors to the remarks we have made to-day, in the hope that they may derive benefit from them, and that they may take some steps to educate directors up to their duties.

LOCAL AND GENERAL.

MONDAY, the 10th inst. (Whit Monday) being a public holiday, there will be no issue of the *Hongkong Telegraph*.

AN Emergency meeting of Zeland Lodge, No. 525, E. S. C. will be held in Freemasons' Hall, 525, E. S. C. on Monday, the 10th inst., at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

A GANG of French colliers have lately returned to France from Buenos Ayres. They are disgusted. They say that there are at present 10,000 Frenchmen in the Argentine Republic who cannot find work and are starving.

The agents (Messrs. Melchers & Co.) inform us that the *Norddeutscher Lloyd's* steamship *Sachsen*, with the German mails from Berlin of the 14th May, left Singapore for this port at 5 a.m. to-day, and may be expected on or about Wednesday, the 12th inst.

CHAUNCEY M. DEWEY, in a speech at a recent ball banquet at New York, among other things, said: "When I was in England last summer Mr. Gladstone said to me, 'What is the difference between the newspaper in America and those in this country?' 'The newspapers in England,' I replied, 'devote ten columns to reporting the proceedings of the House of Commons, and ten columns to the proceedings of the House of Representatives. The newspapers in America devote ten columns to the proceedings of the House of Representatives, and ten columns to the proceedings of the House of Commons.'"

The gentleman who tenants the cellar of No. 7 Wyndham Street is a daring spirit who, unless he quickly turns over a new leaf, will shortly find himself in the meshes of the law—if a worse fate does not overtake him. Between 5 and 6 o'clock yesterday afternoon three foremen residents of one of them an *attaché* of the Public Works department, when walking up Wyndham Street noticed volumes of smoke issuing from the narrow alley-way to the north of No. 7. After considerable trouble they succeeded in breaking down the gate, which was strongly barricaded, and forcing their way through, when they found large fires burning fiercely, in two adjoining rooms or cellars and showing every likelihood of spreading to the upper storey, a number of beams or joists stretching across the roof of the cellar offering first-class "killing." A few buckets of water were quickly available, and the danger was over, but what would have happened had these three gentlemen not been present at an opportune time is not difficult to realise. There can be little doubt that a considerable portion of Wyndham Street would have been burned down, and the upper portion of D'Agular Street could hardly have escaped. And what did it all mean? Only that the tenant of these cellars, finding them damp after recent rains, started a huge bonfire in each cellar for drying purposes. And yet people wonder at the large number of fires in the colony.

The following memorial to the Throne from the Governor of Kwangsi, on the subject of guard boats for the protection of the traffic in the West River, has been approved by the Emperor:—"Wu-chou Fu," says the Governor, "is the centre of an important system of rivers. Up stream there is communication with Nan-ning and Liu-chou Fu, in the opposite direction is the route to Canton, and at the side comes in the branch from Kuei-lin. These wide waters are thronged with trading vessels, and their vast extent affords concealment to lurking pirates. In addition, therefore, to the cruisers belonging to the Government, it is necessary to provide a fleet of guard-boats, which were placed under the command of the naval officer in command at the spot. This they did of their own free-will, in the interests of their trade, defraying the expenses by a rate on all goods brought to Wu-chou for sale. After a time the system was demolished by faults, which it would have been well to correct. But instead of this, the late Governor Li Ping-keng did away with the boats altogether, saying that their duties could be performed by the Government cruisers; and he spoke of the abolition of the rate as the removal of an extra charge levied by the Wu-chou Customs. He acted, however, somewhat over hastily, and did not take into consideration either the fact that the dues were contributed by the merchants for their own protection, or that the Government forces at hand might not be sufficient for the complete protection of trade. The present memorialist after his arrival in Kwangsi found that traders were suffering from a feeling of insecurity and that want of funds prevented him from increasing the Imperial navy. He could, therefore, do no more than urge the officers to do their utmost in exercising surveillance over the river. Afterwards the naval commander Wu-chou represented that complete protection of the river would require the powers of his flotilla, as so many of the boats were engaged in guarding the various *likin* offices or in escorting treasure and Government stores. In the performance of the latter duty they constantly had to make the voyage to Nan-ning, a distance, going and returning, of more than a thousand li. He therefore suggested that the merchants should be allowed to resume the system of providing a force of guard-boats for themselves. The memorialist took the precaution of finding out the Prefect at Wu-chou, what really was the popular wish. He was assured in reply that the merchants were most desirous of restoring the guard-boats, and they would be particularly pleased if a former Prefect at Wu-chou, named Ho Yao-chang, were entrusted with the collection of the dues, as he was well-known to the merchants and, like most of them, was a Canton man. The memorialist has therefore re-instituted the old system, placing it under the charge of Ho Yao-chang. He has given orders that the strictest economy must be practised in the administration of the fund. If a surplus be collected in any unusually prosperous years, it must be carefully retained for use in future times when the receipts may be less."

Tax agents (Messrs. Adamson, Bell & Co.) inform us that the "Shire" Line steamship *Merionethshire* left Singapore for Hongkong this morning.

THE public auction of valuable building sites at the Peak, announced to take place on Saturday the 15th inst., has been postponed until Monday the 17th at 5 p.m.

As will be seen by a notice in another column, the Post and Stamp Offices will be closed on Monday next, and there will be no delivery of correspondence at the Peak. The night box, however, will be kept open.

TO-MORROW morning between 9 and 10.30 o'clock the steam-launch carrying the Bethel flag will call alongside any vessel hoisting code pennant C, to convey men ashore to 11 a.m. service at St. Peter's Seamen's Church, returning about 12.30.

THE first meeting of the class for the study of colloquial Chinese, under the auspices of the Hongkong Literary Society, will be held at No. 18 Bank Buildings on Tuesday next, at 8.45 p.m. The services of Mr. Wong Lai Sang have been secured as teacher, and as the fees are of a nominal character there ought to be a large attendance.

THE *China Mail* insinuates that the Governor postponed the meeting of the Legislative Council convened for yesterday because one of the unofficial members had given notice of a question regarding the delay in clearing away the evil-smelling rubbish from the Queen's Road that was likely to prove inconvenient to answer. Our contemporary is playing the game low down, and so mistake.

WE note that Capt. S. G. Green, a very old hand in Hongkong waters, is again in command of the E. & A. Co.'s steamship *Guthrie*. Capt. Green was promoted some time ago to be Superintendent of the Company's steamers at Sydney, but after a long spell in that line he discovered that "a shore billet" was not exactly the paradise he had imagined, and the longing for a return to the old sea life was too strong to be denied. The many loyal friends of the genial "Sammy" will be glad to see him again in our midst, looking so hale and hearty.

THE CHARGES AGAINST A NAVAL SURGEON.

The court-martial on Staff Surgeon Magrane, of H.M.S. *Conquest*, was continued to-day, on board the *Victor Emanuel*.

Dr. Lloyd, Deputy Surgeon General, concluded his evidence last evening. In answer to the Court he said:—"If Piddler was in the state described by Dr. Patterson, on the 10th May, the mode in which he was conveyed to hospital was improper. I cannot say whether his method of transmission accelerated his death, as I think his illness, perforation of the intestines, which I think took place during the previous night, was fatal."

Cross-examination by the defendant.—The progress of ulceration was undoubtedly early in the case of Piddler, but it is difficult to say when it began. If a medical naval officer fails to make a correct diagnosis of an obscure case, it depends on circumstances whether he should be considered in error. An attack of delirium tremens is sometimes brought on by one debauch. All the symptoms in Piddler's case point in my opinion to the main perforation having occurred some time before he entered the hospital.

Robert Frederick Yeo, staff surgeon on the *Hyacinth*, said:—"The range and variation on the temperature chart show this case to be fever of a serious kind which needed careful watching. The temperature of the patient was continuously recorded. If I had been treating such a case as this in the Harbour I should have sent it to hospital far earlier in its history than was the case. In such a case if I had been treating it, I should have considered it necessary to have seen the patient twice a day. The prescriptions administered by Surgeon Patterson to Surgeon Magrane are such as would be given to a person suffering from an excessive use of intoxicants."

His cross-examination commenced this morning. He said:—"I sat in the Court of Inquiry held into this case at the Naval Hospital. I will answer as an expert only, if possible, however. The change in temperature in Piddler's case, between the 6th and 9th May indicates fever. On the 9th it resembled that of a typhoid fever. I consider that he must have been ill eight or ten days before the temperatures were taken. I cannot say so definitely, however."

Captain Henderson, in concluding his case, stated that there was evidence that Piddler had been ailing for some time before he saw the defendant, a statement which the Court refused to receive.

The Court then called.

Surgeon Craig, of the *Victor Emanuel*, He stated:—"From the post-mortem examination, and the fact that the deceased vomited during the previous night, and the fact that the deceased was ailing for some time before he saw the defendant, I should consider that perforation set in the night before his death. If that was so, and considering the state he was in when I received him at the Hospital at 10.30 on the 10th, I hardly think a medical man would take the case to be one of simple continued fever at 9.30 the same morning. His disease was so described by the defendant, in the report which he sent along with the prisoner to the Hospital, and was improperly described, as seen from the post-mortem. I do not think he could have made so serious a mistake if he had given proper attention to the patient then morning, that is to say, if the patient had been thoroughly examined I don't think his condition should have been overlooked. Putting aside the post-mortem examination, and speaking as an expert, I should consider, on comparing the temperature chart with the statement sent in describing the abdominal pains, vomiting, &c., that the defendant was not justified in describing the case as one of simple and continued fever. I should have diagnosed it as being more serious. I did not enter the case, on arrival at the Hospital, as one of enteric fever. In ordinary cases of fever diet is not of vital importance, but in a case like this I would have put him on sick menu."

The case for the defence was then opened.

Dr. Martin, the defendant's next friend, read a statement on his behalf. It was as follows:—"I am in the unfortunate position of appearing before you as a prisoner, after sixteen years' service in H. M. Navy, during which time I have always done my duty to the satisfaction of my superiors, both executive and medical. The first charge—that of negligence in the performance of my duty between the 30th April and the 9th May—I respectfully but firmly deny. With the exception of the 9th May, when I was sick, I was able to do my duty and report to Capt. Henderson. The evidence in support of the charge of neglect brought against me has been derived from a very unreliable source—I mean the lower-deck evidence; most of the witnesses were messmates of the deceased, or biased, and unable to come to a fair conclusion with respect to the extenuating circumstances which I think should be taken into consideration in treating such an obscure case as that of Piddler. The evidence of experts was called, and consisted of those who had seen the case, who stated facts, and others who had not, who

treated the possibility of making an earlier diagnosis. They admit the absence of characteristic symptoms of enteric fever, which is one of the most insidious diseases. The temperature was never typical or suggestive of typhoid. In the earlier stages of the case, when Surgeon Osborne was in the case, I carefully examined the patient, as I do in all fever cases. Typhoid was thought of then, but there were no symptoms of any kind to point to it—there was constipation, but no pain or tenderness in the abdomen, nor was his temperature such as required more than ordinary precautions to be taken. Up to Surgeon Osborne leaving I treated the case with diuretics, until a change in the temperature caused me to think the fever was malarial. Next morning I was agreeably surprised to find the temperature come down from 102 to 100. It was undoubtedly a case of typhoid, as shown by the post-mortem, but many other medical men have been similarly mistaken without being tried for the offence as though it were a crime. In the case of the Prince Consort, he was taken ill in September, and although attended by Jenner and Clark the disease was only found out in December. I admit that I was in error, but in my opinion, and to the best of my ability, I treated the case properly, giving the patient every attention I thought his state demanded, and administering quinine. I took special precautions, as I saw his temperature come down, which I now attribute to the quinine. A serious collapse occurred on the night of the 9th, and brought his temperature down to 96, but to say that he continued in a state of collapse for four days is a statement too absurd to notice."

I hope you will acquit me—this is a terribly grave charge, only backed up by hearsay evidence from the lower deck, and a few medical men who did not see the case throughout. As I found Dr. Osborne in charge of the *Conquest* when I arrived, and concluded that he had been for some time, I thought that if a sick case was considered necessary he would have set one up before me."

With regard to the other charge, on the morning of the 9th I felt very unwell, so I sent for Dr. Patterson, and asked him to do my duty and report to the captain. I think I could have done it, but it would have been an effort, as I had had a sleepless night. It was after his visit that Lieut. Macfarlane visited me, when I had taken a dose of chloral, which I think was beginning to affect me. At the beginning I said I thought I had taken a little too much to drink the previous day."

When I was ordered out to this station I should have come in a trooper, but was unable to do so, on account of an epidemic in my family, so I came on by the first mail steamer, and, expecting to get a letter telling me how my children were, I got low-spirited and nervous, and it induced me to drink more than was good for me."

Defendant then called Lieut. Mills, a former shipmate of his. He said:—"I served with you for about two months in the early part of last year on the *Improbable*, at Devonport, and your conduct was such as to make me regret your leaving us at Portsmouth, and look forward to meeting you here, when I heard with much pleasure of your appointment to the *Conquest*."

There was no other evidence.

A number of the prisoner's testimonials were then read, and the Court cleared.

After a prolonged deliberation the Court found the charges proved, and ordered the prisoner to be deprived of all scoldery and dismissed from the *Conquest*.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE MISSIONARIES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—In the report of a special sermon on "Missionary work in China," in last night's *China Mail*, preached by the Rev. Mr. Bondfield in the Scotch Church last Sunday, the Rev. gentleman gives some details of the working of the missionaries in this part of the world. He says they commenced operations seriously in 1842, after studying the language, and dictionary-making under the protection of the East India Co. for 35 years. They have been evangelising now for 47 years and he gives as the result 34,555 converts, besides some scholars. This is not a result to brag about for 82 years' work with 1123 foreign missionaries, 162 native dits, and 1,200 not ordained—total 2,485. Mr. Bondfield does not say what these 34,555 converts have cost; perhaps the Rev. gentleman doesn't know. Perhaps he was frightened to say for fear it would scare the congregation into not 'chipping in' when the bag went round after they had realised what a power of dollars had been wasted. He only says that as little foreign money as possible is spent; and remarks that the native congregation anted up \$44,000 last year. That is only about \$40 a year for the European staff, therefore an immense sum of money must have been spent to make up the rest, as it is well known that the missionaries in China do not imitate the founder of their religion and go about without any thing in their purse, but in these degenerate days travel first-class on the coast, second in the mail steamers—unless in the case of bishops and such like exalted male and female dignitaries—live in same house with their wives and children; draw good salaries, with a special extra allowance for every increase in the family; go home on furlough occasionally, and spout their real and imaginary hardships at Exeter Hall, calmly asking the credulous British public to subscribe so that they may be enabled to come back to China or elsewhere and have a good time of it in converting "John," who wants none of their conversions.

A missionary in the South Seas in the course of conversation once told me that each convert cost £50. I had one of his converts highly recommended to me by him for a servant whilst travelling in the Solomon Group, and found him a liar of the first water, treacherous, and the most immoral scoundrel I ever met, and yet he would sing hymns, and preach in his own fashion as well as the best person in China—if it paid him. I don't suppose the Chinese convert is very much better than the example I have just quoted.

The Rev. Mr. Bondfield winds up his discourse by calling for sympathy and support, on the ground that there is much quiet honest work being done, and that the missionaries are in a position to do their work more effectively than other people.

If a man is paid to work he works; and he does not call for sympathy because he has to work.

The missionaries are, I consider, very well paid for what they do (although I fail to see the good of their labors) they have comfortable homes, good salaries, and a 'daisy' time of it altogether.

As for the so-called absurd statements of travelling travellers and careless newspaper writers, that all barmy, at all events until the Rev. Bondfield can show us something more solid than the way of figures (and can verify the same) than he has done so far.

In conclusion, if anyone wishes to know what good effects missionary instruction has, I may mention that there are two islands in the Solomon Group, South Pacific, one of which has a missionary station with a grand house, situated on the best spot in the land, plenty of good 'chow-chow,' fine climate, and plenty of 'boys' to do the work. This has been established seven years.

The other island has no missionary station and never had any. I lived on both. The unconverted natives were savages, cannibals who eat their enemies killed in war (this perhaps accounted for their being no missionaries there). I found them courteous and truthful, abstemious from intoxicating liquors, for they had none of these. They had a code of laws which was strictly adhered to, and were very moral in their domestic relations. The converted Kanakas, on the other hand, loved rum and other fire waters, besides having a craving for beer, which they had learned to drink at the mission station. The missionaries sold them tins of preserved mutton, and believing it to be potted white man they paid long prices for the delicacy and devoured it with great gusto; besides killing a fat young woman or two when the preserved stock ran low. Truth was a stranger in this life and morals they had none. This is only one of many examples of missionary work in the South Seas, and I doubt if it is much better in China.

Apologising for taking up so much space on such a worn-out subject, I beg to subscribe myself

Yours truly,

TRAVELLER.

Hongkong, 7th June, 1889.

CANTON.

(FROM OUR CORRESPONDENT.)

Canton, 7th June, 1889.

A fatal accident occurred on the evening of Monday last (Dragon festival) to one of the principal Mandarin of the Whampoa Arsenal who was on a visit here for the day. After dining at Honan he was on his way, accompanied by a friend who had been studying law in America, to the Flower boats, when the sampan in the strong tide got foul of the black buoy and capsized. The Mandarin and boatman were drowned. The lawyer escaped, exclaiming the old saying that the devil always takes care of his own.

Rumour has been rife amongst the Chinese the last day or two of an accident at the Mint by the collapse of one of the buildings, but although I have made enquiry, I have been unable to verify it and the weather is too uncertain still to venture so far east to see what foundation there really is for the rumour.

The glass doors at the Viceroy's University have suffered greatly by the recent rains and stormy weather.

AN OLD-TIME ADVENTURE.

WITH THE SMUGGLERS NEAR MACAO.

The following not very extraordinary yarn—as in the times referred to, those good old times when the whole of the Chinese Revenue fleet, the *Peng-chou-hai*, *Shin-chi*, *Li-shi*, and several other smart craft were officered and engineered by Europeans, adventures of the kind described were of frequent occurrence—appears in the *Shanghai Mercury*, and will no doubt be read with interest by many old hands:—

Several of the home papers have lately been offering prizes for the best "scare" experienced by the writers. I have read a great many of the stories put forward for competition, but do not think that any of them can equal the scare a young fellow named H— had a few years ago.

He was at the time an officer in the Canton squadron of Revenue cruisers. The vessel he was in had only two Europeans, the officer in charge and himself. At the time I write of they were lying under steam in a small bay at the back of the Hakka Channel near Macao. H— had landed at a place where he could watch the Channel without being seen himself and was, of course, watching for smugglers, who always came through the Channel with a fair wind and tide. Suddenly one boat holed in sight; then several more. They were all salt boats. Down he rushed to the vessel, and told his brother officer what he had seen. It only took a few moments to slip the cables and round the point. In five minutes they were right in the middle of the smugglers. "It was impossible for these poor beggars to turn back, they had made the best of a bad job. Hot water ensued for a few minutes. H— took the gig and drove the crew out of as many of the junks as he could—leaving one of the gig's crew in charge of each junk as he took it. By the time he had taken the last junk he had only one man left. During this time the gun-vessel had been engaged with a number of junks on the outside of the Channel, and had all her work cut out. Seeing that a number of smugglers had made a stand on the beach after they had been driven ashore, H—, with his remaining man, ran the gig ashore, and opened

FOOCHOW.

A confiscation occurred on Wednesday last at about 3 a.m. near the West gate, in which about one hundred houses were destroyed.

We are informed on good authority that a monopoly of the iron trade was granted by the Chinese Authorities to certain natives, and that some restriction, were made on foreign iron, which no Chinese could buy unless with a permit from the monopolists. We will publish the correspondence on the subject furnished us by our occasional correspondent later on.

We are credibly informed that in consequence of the famine up north very little rice has been imported into Fochow, and that the upper districts which usually supply us with the cereal has, in turn, drawn their supplies from this place, their own production not being now sufficient, owing to a great many paddy fields having been reclaimed for poppy planting purposes. Very coarse rice cannot now be bought for less than 12s. 2 per picul, which is a famine price considering how cheap the natives used to pay for their chief article of diet.

The ever-recurring trouble with the native tenants is, we understand, in a fair way to being adjusted, which is very gratifying to all concerned seeing that both parties had from the outset taken such a firm stand on what they considered their rights as to engender the notion that the difficulties are as insuperable as those which beset the Panama Canal scheme. Happily, however, the most acute crisis has passed away and the few remaining differences are so minor that the tenants, confident of their being in the end successfully arranged, have actually promised to send samples round on Monday next.

Mention was made in our last issue about the Lekin runners imposing additional squeezes on tea-men in Kiukiang, and we regret to have to say that the same thing is being enacted here with a vengeance. We learn from reliable sources that the Lekin station in Tan-pang was the scene of a grave disorder on the 23rd ultimo, the immediate cause which gave rise to the trouble being the closing of the barrier gate by the runners, with the knowledge and consent of the Wei-yuen, and allowing to pass only those carriers of tea who were disposed to submit to an extortion of fifty cash for each load. This the carriers very rightly refused to pay and were therefore detained at the barrier, where they tarried until a good number of their comrades had arrived on the spot, when a regular attack was planned and carried out with so much gusto that nearly the whole of the Lekin station building was pulled down, the barriers forced open, and they quietly brought down their tea. The case was at once reported to the Wei-yuen of the district, who ordered the runners to set fire to the undemolished part of the Lekin station so that the deed may be made all the more obscure in his report to the Viceroy of the occurrence, who on learning that a mob of infuriated tea carriers on account of a small misunderstanding with the runners have sacked, pillaged and burnt the station, at once ordered the despatch of a newly fangled Wei-yuen to the disturbed district with positive orders to arrest all and every tea carrier who may pass by the spot on their return from up-country. The effect of the order was to divert the trade to other localities, where there are as good roads as in Tan-yang—Echa.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is more reliable as an agent in the cure of Consumption, Bronchitis and General Debility, than any other remedy known to medical science. Read the following:—“I have prescribed ‘Scott's Emulsion’ and have also taken it myself, and can fully endorse the opinion that it is both palatable and efficient, and can be tolerated by almost any one—especially where Cod Liver Oil itself cannot be borne.” MARTIN MILES, M.D. & Co., Stantonbury, Bucks. Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—[Advt.]

To-day's Advertisements.

WAR DEPARTMENT CONTRACT.
NOTICE TO BUILDERS AND CONTRACTORS.
HONGKONG ROYAL ENGINEER DISTRICT.

TENDERS are required for the PERFORMANCE of such WORKS and REPAIRS, AND THE SUPPLY of such BUILDING MATERIALS as may be ordered for War Department Buildings and Property in the above District for a period of Two Years and Nine Months from the 1st July, 1889, to 31st March, 1892, inclusive.

Forms of Tender, with Conditions of Contract, Schedules of Prices, and further information can be obtained on application to the SURVEYOR, Royal Engineer Office, Queen's Road, between the hours of 10 a.m. and 4 o'clock P.M. daily, up to the 22nd June, 1889, after which date no forms will be issued.

A payment of Five Dollars for the Schedules of Prices will be required. This sum will not be returned.

The Schedules, with Conditions of Contract, may be seen without payment at the Royal Engineer Office up to the 22nd June, 1889.

Candidates tendering are requested to send testimonials of competency with their application for Schedules.

Tenders are to be delivered at the Commissariat Office by 12 o'clock Noon, on WEDNESDAY, the 20th day of June, 1889, addressed to the Deputy Assistant Adjutant General (B) and marked on the outside, “Tenders for Artillery's Work.”

The Secretary of State for War does not bind himself to accept the lowest or any Tender.
Head Quarter Office,
Queen's Road,
Hongkong, 8th June, 1889.

POSTAL NOTICE.

THE POST AND STAMP OFFICES will be CLOSED ON MONDAY NEXT. There will be no Peak Delivery. The Night Box will be kept open.

A. K. TRAVERS,
Acting Postmaster General,
Collector of Stamp Revenue.
Hongkong, 8th June, 1889.

HONGKONG LITERARY SOCIETY.
STUDENTS' CHINESE CLASS.

THE First Meeting of the Class for the study of Chinese, colloquially will be held at 18 Bank Buildings, on TUESDAY, the 11th June, at 8.45 P.M.

Teacher..... WONG LAI SANG.
Fees..... per month \$1.25
For non-members..... per month 2.50
Hongkong, 8th June, 1889.

To-day's Advertisements.



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that ARTILLERY PRACTICE will take place from Lower Helich's Battery, between the hours of 6 A.M. and 9 A.M. on TUESDAY, the 11th instant.

The line of fire will be in a North-Westerly direction from the Battery.
All Ships, Junks, and other Vessels are cautioned to keep clear of the range.
By Command,
FREDERICK STEWART,
Colonial Secretary.
Hongkong 8th June, 1889.

ZETLAND LODGE.

AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on MONDAY NEXT, the 10th June, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.
Hongkong, 8th June, 1889.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).
THE Company's Steamship

"MONGKUT,"
Captain J. Fowler, will be despatched for the above Port, on WEDNESDAY, the 12th inst., at 8 A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 8th June, 1889.

"SHIRE" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.
THE Steamship

"MERIONETHSHIRE,"
Dowling, Commander, will be despatched for the above Ports, on SATURDAY, the 15th inst.
For Freight or Passage, apply to
ADAMSON, HELL & Co.,
Agents.
Hongkong, 8th June, 1889.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"GENERAL WERDER,"
Captain M. Eichel, will leave for the above Ports on or about THURSDAY, the 13th instant.

For further particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 8th June, 1889.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"SACHSEN,"
Captain V. Gassel, will leave for the above Port about 24 hours after arrival with the outward German Mail.

For further particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 8th June, 1889.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC.

ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 3rd day of July, 1889, at 4 P.M. the Company's Steamship "SACHSEN" Capt. V. Gassel, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port above, calling at GENOA.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 4 p.m. Specie and Parcels until 10 a.m. on the 3rd of July, 1889. (Parcels are not to be sent on board; they must be left at the AGENT'S Office).

Contents and Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 8th June, 1889.

Notices of Firms.

NOTICE.

DURING my temporary absence in Japan, Mr. ALEXANDER LEVY is authorized to sign for the Undersigned and for GEO. R. STEVENS & Co.

GEO. R. STEVENS.
Hongkong, 3rd June, 1889.

NOTICE.

H. & J. SAMPSON have commenced business as CIVIL ENGINEERS, ARCHITECTS, SURVEYORS, LAND AND ESTATE AGENTS, and GENERAL BROKERS, and respectfully solicit the support of the Hongkong public. Plans, Estimates, Drawings, etc., promptly supplied, and all commissions will receive due attention.
OFFICES—QUEEN'S ROAD CENTRAL, (Opposite Ice House Street).
Hongkong, 5th June, 1889.

NOTICE.

ON and after the 11th instant, my OFFICE will be in D'AGUILAR STREET next house to the Hongkong Club being more convenient for me than my present address.

ARTHUR B. RODYK,
Victoria Buildings.
Hongkong, 3rd June, 1889.

Intimations.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public business on MONDAY, the 10th instant, (WHIT MONDAY).

For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA,
JOHN THURBURN,
Manager, Hongkong.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.

For the COMPTOIR D'ESCOMPT DE PARIS, CHANTREY INCHBALD,
Agent, Hongkong.

For the NEW ORIENTAL BANK CORPORATION, LIMITED,
H. A. HERBERT,
Manager, Hongkong.
Hongkong, 7th June, 1889.

THE HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE.

MERCHANTS and others having Business at the Kowloon Godowns are requested to INSTRUCT their GODOWNMEN to apply to the EUROPEAN STAFF at the Kowloon Office (which is open from 6 A.M. to 6 P.M.), for any information they may require and not to rely upon the Statements of Native employees.

In Order to ensure prompt attention, it is particularly required that ALL COMMUNICATIONS, whether for Kowloon or West Point, may be addressed to THE SECRETARY, and not individual employees, and left at the Hongkong Office, No. 13 Praya Central.
EDWARD OSBORNE,
Acting Secretary.
Hongkong, 7th June, 1889.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL \$5,000,000.
PAID UP CAPITAL 2,500,000.
RESERVE FUND 1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KEWICK, Chairman.
Hon. C. P. CHATER, Vice-Chairman.
E. A. SOLOMON, Esq., Managing Directors.
J. S. MOSES, Esq.,
S. C. MICHAELSEN, Esq.,
G. E. NOBLE, Esq.,
LEE SING, Esq.,
POON PONG, Esq.

BANKERS.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.
Properties purchased and sold.
Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.

Full particulars can be obtained at the Company's Offices, No. 7, Queen's Road Central.
A. SHELTON HOOPER,
Secretary.
Victoria Buildings,
Hongkong, 3rd May 1889.

NOTICE TO THE PUBLIC.

DURING the Paris Universal Exhibition of 1889, files of the "HONGKONG TELEGRAPH" will be kept at the Office of our correspondents, Messrs. AMADEE PRINCE & Co., 36, Rue Lafayette, and also at the Pavilion of the Republic of Guatemala in the Exhibition, which may be consulted at any time by visitors from the Far East.

Subscribers to this journal may have their letters, papers, etc., addressed to the care of Messrs. AMADEE PRINCE & Co., whose services will be placed at the disposal of all inquirers.
Hongkong, 11th March, 1889.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Dr. Knorr's

ANTIPYRINE.

(Dose for Adults 15 to 35 grains troy).

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had at every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

Supplies constantly on hand at JUSTUS LEMBEKE & Co., Hongkong and Shanghai—Sole Agents for China. Beware of spurious imitations!

Hongkong 29th May, 1889.

Intimations.

A. S. WATSON & Co., LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 30th instants, both days inclusive.

T. H. TALBOT,
Secretary.
Hongkong, 4th June, 1889.

A. S. WATSON & Co., LIMITED.

NEW ISSUE.

THE ISSUE of 12,000 NEW SHARES of the value of TEN DOLLARS EACH at a premium of 100 per cent. will be payable Five Dollars on Application and Fifteen Dollars on Allotment.

And Notice is hereby given to the Public and to the Shareholders, that APPLICATIONS for SHARES in the said ISSUE will be received by the HONGKONG & SHANGHAI BANKING CORPORATION in Hongkong, until the 12th day of June proximo inclusive.

Applications must be on printed Forms, which can be obtained at the HONGKONG DISPENSARY, JNO. D. HUMPHREYS,
General Manager.
Hongkong, 29th May, 1889.

TO THE DEAF.

A 132 page Illustrated Book on Deafness, Notices in the Head, how cured at your homes.
Price 10 Cents. Address Dr. NICHOLSON,
5, Old Court House Street, Calcutta.

WANTED TO BUY.

A TOURIST CAMERA, FULL PLATE, 16 by 21 or 18 by 24 cm., with Lens Stand and 4 or 5 Dark Slides. Must be in good condition. Address "R," care of Office of this Paper, stating Price and Particulars.
Hongkong, 6th June, 1889.

WANTED.

AN ENGLISH MISTRESS, for the whole or part of the day to TEACH EURASIAN GIRLS in the Victoria House and Orphanage.
Apply to
REV. J. B. OST,
West Point.

Hongkong, 30th May, 1889.

THE LABUK PLANTING COMPANY, LIMITED.

THE STATUTORY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, on MONDAY, the 10th inst., at FOUR P.M.

TURNER & Co.,
General Managers.
Hongkong, 1st June, 1889.

NOTICE.

THOMAS KERR & Co.
ENGINEERS, BOILER-MAKERS, AND CONTRACTORS.
YAU-MA-TI ENGINEERING WORKS,
Kowloon.
Hongkong, 6th June, 1889.

NOTICE TO MARINERS.

No. 229.
CHINA SEA.
NINGPO DISTRICT.

LOKA ISLAND TEMPORARY LIGHT.

NOTICE is hereby given that the construction of a Lighthouse on Loka Island—situated about 3 miles east of the south point of Po-tou—will shortly be commenced.

On or about the 1st June next a temporary Sixth Order fixed WHITE Light will be exhibited from the north point of Loka, and will show over an arc extending from about N. 15° W. round by west, south, and east to about N. 82° E. the remainder of the circle being obscured by the high land of the island.

The bearings are magnetic and taken from seaward.

The temporary Light will be elevated about 110 feet above the sea, and in clear weather should be visible from a distance of 10 nautical miles.

A description of the intended permanent Light will be given in a later Notice.
By Order of the Inspector General of Customs,
E. V. BRENNAN,
Acting Coast Inspector.
Imperial Maritime Customs,
Shanghai, 27th May, 1889.

MAPPIN AND WEBB.

SHIFFIELD AND LONDON,
Cutlers and Silversmiths, by special appointment to H. M. the Queen, &c., &c., &c.

BEG to announce that they have forwarded to Hongkong by their Representative MR. W. S. MARSHALL,

A choice and varied selection of CUTLERY, SILVER & ELECTROPLATED WARE, DRESSING CASES, FANCY LEATHER GOODS, &c., &c.

Embracing all the Novelties of every description of the well-known Manufacture for EXHIBITION AND SALE.

3, DUDDELL STREET, (Ground Floor).
For a few days only, commencing WEDNESDAY, the 6th June, 1889.

Prices same as in London.
Dollars taken at three shillings.
Catalogues free on application.
Hongkong, 3rd June, 1889.

NOTICE.

PRIVATE BOARD AND RESIDENCE at Mrs. BOHM'S, Queen's Road East, No. 135. Good accommodation for Families and single parties. Moderate charges.

P. BOHM.

GENERAL Employment and Intelligence Office, Queen's Road East, No. 135. Information given of Situations offered and of suitable applicants for Situations.

WANTED A 20-roomed house in a central position. Offers to be sent to above Office.
Hongkong, 17th April, 1889.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of twenty per cent. upon contributions for the year 1888 has been declared.
Warrants may be had on application at the Office of the Society, on an after 1st May.
By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, 14th April, 1889.

Intimations.

INTIMATION.

F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,

AND
PROVISION MERCHANTS,
NAVY CONTRACTORS,

AND
GENERAL COMMISSION AGENTS

No. 11, Praya Central,
(Opposite Padder's Wharf).

SOLE AGENTS

for
RAHTJEN'S

GENUINE

COMPOSITION

FOR
THE BOTTOMS OF IRON SHIPS

CARBOLINEUM AVENARIUS
PRESERVATIVE AGAINST
ROTTING, DECAY, &c., of WOOD.

CHR. MOTZ & Co., BORDEAUX, CLARETS.

IMPERIAL CHAMPAGNE,
LA GRANDE MARQUE.

FLENSBURG STOCKBEER,
ENGINEERS AND BLACKSMITHS' TOOLS
AND EVERY KIND OF SHIP'S
STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

ALL KINDS OF
COALS

SUPPLIED AT THE SHORTEST NOTICE.
Hongkong, 1st January, 1889.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prize at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
No. 8, Queen's Road Central.

To be Let.

TO LET.
No. 51, PEEL STREET.
Apply to
EDWARD GEORGE,
5, Queen's Road.

Hongkong, 16th April, 1889.

TO LET.
HOUSE No. 1, "CAMERON VILLAS," Peak East. One spacious five-roomed House at Mount Kellie Peak, Gas laid on.
From 1st July, 1889.

HOUSE No. 1, "BALL'S COURT," Bonham Road.
Apply to
BELLIS & Co.
Hongkong, 5th June, 1889.

TO LET.

OFFICES at No. 18, QUEEN'S ROAD, now occupied by the CHINESE INSURANCE Co., Ltd., in Liquidation.

SAML. J. GOWER,
Secretary and Liquidator.
Hongkong, 24th April, 1889.

TO LET.

WITH IMMEDIATE POSSESSION.
No. 4, QUEEN'S GARDENS, Rent \$90. Taxes.
Apply to
G. C. ANDERSON,
13, Praya Central.

Hongkong, 4th June, 1889.

NOTICE.

OFFICES in VICTORIA BUILDINGS TO BE LET with immediate possession.
Apply to
ARTHUR B. RODYK.
Hongkong, 3rd June, 1889.

TO LET.

WESTBOURNE VILLAS, North. Water and Gas laid on. Garden & Tennis court.
Apply to
O. BACHRACH.
Hongkong, 3rd June, 1889.

TO LET.

With Possession from the 1st June.
A ROOMY HOUSE in CARLTON TERRACE, Queen's Road East.
Apply to
G. R. LAMMERT.
Hongkong, 14th May, 1889.

TO LET.

Commercial.

TO-DAY.

THE SHARE MARKET.

5 o'clock.

The Share Market continues a conundrum. Numerous transactions are reported from various quarters, but there is such a wide difference in the quotations given by different brokers that the entire business is tainted with suspicion and is wholly unreliable. When brokers and jobbers commence to buy from and sell to their own fraternity in order to make a market, legitimate operators and the easily gulled outside public are wise in standing aloof and letting the game severely alone. Things generally will doubtless quickly find their proper level, but nevertheless a vast deal of mischief is being done by unscrupulous traffickers who have made, or are supposed to have made a lot of money during the recent "bully" times, and are still "on the job." These remarks are necessary because nearly the whole of the business reported cannot be traced to legitimate sources, and we do not wish our readers to be misled by quotations which, not to put too fine a point on it, are anything but trustworthy.

Banks have been metaphorically kicked from pillar to post for days past, and sales have been reported at all sorts of rates. One day it was alleged that the Bank had lost half a lakh of dollars at Yokohama, or somewhere else, which amount was quickly reduced to seventy-five thousand, and finally to thirty thousand. How this became known of course nobody can say—but some people can and do think a great deal, and may find occasion to speak freely at the proper time—and for all we know to the contrary it may be a mere canard, although it is rare indeed we find smoke without fire. For forward delivery Banks have been placed at 184 per cent. premium for August, 186 for September, and the latest transaction reported was at 175 for the end of the present month. Nothing has been done in Docks or Steamboats, but the latter stock is hardly so firm as the army of sanguine "bulls" could wish. The somewhat extensive and expensive repairs to the *Honam*, now in progress at Kowloon Docks, comprising a new keel-plate fore and aft, causing besides a considerable loss of revenue, and the certainty that the vaunted new issue of shares will, for reasons connected with finance, fail to realise expectations and may altogether collapse, have proved rather a damper to the prophets who predicted that the stock—which as an investment is worth about \$200 per share at the outside—would be quoted over \$300 before the end of June. It is, of course, always possible that a stock which is absolutely controlled by two directors—who illegally own half of the entire shares—can be manipulated to suit these persons' "little books," and that this has been done with Steamboats we happen to know; that it may be done again is more than likely, although, if report speaks truly, there are very few short sales to cover. The same influences that have affected Steamboats have "boomed" China Sugars, neither the reported enhanced prices of refined sugars throughout the world nor the alleged splendid business lately done by the Company in any shape justifying the present ridiculously inflated quotation. The latest business in China Sugars was at 254 for cash. Luzons are another of the mysteries; this morning's sales were reported at from 109 to 111 for the end of the month, and an amendment, if not altogether disinterested authority is credited with having confidently stated that they would travel up to 150 before long. This Company has never yet paid a dividend, it is still deeply in debt, and so far as we can learn, its business prospects are on anything but a satisfactory basis. Investors will be wise to leave it alone; speculators can look after themselves.

Punjoms are weak; with sellers at 22; this is doubtless more than they are worth on paper, but they will see a better day. Songel Koyahs have been done at 45 and China Borneos at 50, and there are further sellers at both these rates. A few of Cruickshank & Co.'s shares have been taken up at 40. The scrip of the Green Island Cement Co., one of the most legitimate and promising of all the undertakings on our list, has been placed to an inconsiderable extent at 13 (new issue), but there are further buyers, and as soon as actual work is commenced, which will be within a very few days, there is certain to be a "boom" in this stock.

The "bears" have steadily persevered with Land Investments, and sales were said to have been arranged this morning at as low as 129 for the end of the month and 135 for August. The cause for this unlooked for depression is stated to be owing to a new opposition company that is being floated under Chinese auspices, with Mr. E. R. Bellios as chairman and the Hon. P. Ryrie as a member of the Board of Directors. The chief promoters are said to be Dr. Ho Kai and his brother, Mr. Ho Aium, the latter a well known Chinese speculator. After searching inquiries into this affair, we are given to understand that Mr. Bellios entirely ignores the scheme, that Mr. Ryrie knows nothing about it, and that it has every prospect of proving a complete fizzle, as under all circumstances might reasonably be expected. It would be interesting to know where Mr. Ho Aium and his supposed backers could manage at the present time to raise two or three lakhs of dollars, and it would explain a still more interesting problem if any expert would show how and where that money could be profitably employed even were it available. However, this reported opposition has induced numbers of Chinese to sell their Land Investment shares at comparatively low prices, so it is just as well that a timely note of warning should be given.

In other stocks there is nothing of any moment to call attention to, but we would

again remind our readers that the subjoined quotations are merely given for what they are worth—we cannot guarantee their accuracy.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—174 per cent. premium, sellers.
Union Insurance Society of Canton—100 per share, sellers.
China Traders' Insurance Company—88 per share, buyers.
North China Insurance—115 3/4 per share, buyers.
Canton Insurance Company, Limited—131 1/2 per share, sellers.
Yangtze Insurance Association—115 1/2 per share, sellers.
Chinese Insurance Company—160 per share, sellers.
On Tai Insurance Company, Limited—150 per share, sellers.
Hongkong Fire Insurance Company—392 1/2 per share, sellers.
China Fire Insurance Company—88 per share, sellers.
Hongkong and Whampoa Dock Company—90 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—272 1/2 per share, sellers.
China and Manila Steam Ship Company—140 per share, sellers.
Hongkong Gas Company—135 per share, sellers.
Hongkong Hotel Company—240 per share, sellers.
Hongkong Hotel Co.'s Six per cent. Debentures—50 1/2.

Indo-China Steam Navigation Company, Limited—24 per cent. premium, buyers.
Douglas Steamship Company—83 per share, sellers.
China Sugar Refining Company, Limited—254 per share, sales and buyers.
Luzon Sugar Refining Company, Limited—109 per share, sellers.
Hongkong Ice Company—127 1/2 per share, sellers.
Hongkong and China Bakery Company, Limited—85 per share, buyers.
Hongkong Dairy Farm Co., Limited—14 per share, buyers.

A. S. Watson & Co., Limited—160 per cent. premium, sellers.
Chinese Imperial Loan of 1884—11 1/2 per cent. premium, buyers.
Chinese Imperial Loan of 1884—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886—11 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—160 per share, sellers.
The Hongkong Steam Laundry Co., Ltd.—20 per share, nominal.
Punjab and Sindh Dues Samant Mining Co.—22 per share, ex New Issue, sellers.
Hongkong and Kowloon Wharf and Godown Company—190 per share, sellers.
Tonquin Coal Mining Co.—730 per share, buyers.

The Hongkong High-Level Tramway Co., Limited—nominal.
The East Borneo Planting Co., Limited—53 per share, sellers.
The Songel Koyah Planting Co., Ltd.—45 per share, sales and sellers.
Cruickshank & Co., Ltd.—40 per share, sales.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ltd.—20 per share, nominal.

The China-Borneo Co., Ltd.—50 per share, sales and sellers.
The Hongkong Brick and Cement Co., Ltd.—74 per share, sellers.
The Green Island Cement Co. (Old issue)—50 per share, buyers.
The Green Island Cement Co. (New issue)—13 per share, sales and buyers.

The Hongkong Land Investment Co., Ltd.—130 per share, sales and sellers.
The Hongkong Electric Light Co., Ltd.—71 per share, sellers.
Geo. Fenwick & Co., Limited—35 per share, sellers.
The West Point Buildings Co., Ltd.—51 per share, sellers.
The Peak Hotel and Trading Co., Ltd.—35 per share, buyers.

The Labuk Planting Co., Ltd.—16 per share, sellers.
The Jelabu Mining and Trading Co., Ltd.—7 per share, buyers.

ON LONDON.—Bank Bills, on demand—3 1/2
Bank Bills, at 30 days' sight—3 1/4
Bank Bills, at 4 months' sight—3 1/2
Credits at 4 months' sight—3 1/2
Documentary Bills, at 4 months' sight—3 1/2
ON PARIS.—Bank Bills, on demand—3 1/2
Credits at 4 months' sight—3 1/2
ON INDIA, T. T.—224
ON DEMAND—225
ON SHANGHAI.—Bank, T. T.—72
Private, 30 days' sight—73

EXPORT CARGOES.

Per *Oceanic*, str., for Kobe—1,399 bags Sugar, and 3 packages Merchandise. For Yokohama—1,874 bags Sugar, and 160 packages Merchandise. For San Francisco—10,678 bags Rice, 45 bags Beans, 40 bags Sugar, 800 bags Tapioca, 178 bags Pepper, 488 bags Coffee, 1,350 boxes Oil, 15 cases Silks, 39 rolls Matting, 302 slabs Tin, 500 bales Hemp, 426 bales Gambier, 96 bales Gunnies, and 6,412 packages Merchandise. For Honolulu—70 bags Beans, and 75 packages Merchandise. For Panama—1 case Silks. For Acajula—2 cases Silks. For Panama—500 bags Rice, 45 packages Merchandise, and 8 cases Silks. For Callao—4 cases Silks. For Boston—3 cases Chinaware. For New York—100 packages Tea, 16 cases Silks, and 5 bales Raw Silk.

Per *City of Rio de Janeiro*, str., for Yokohama—1,530 packages Merchandise. For San Francisco—4,752 bags Rice, 221 bags Sugar, 264 bags Beans, 200 bags Coffee, 3,472 bags Linseed, 18 cases Silks, 550 boxes Nut Oil, 1,092 rolls Matting, 100 bales Quicksilver, 373 slabs Tin, 13 bales Gambier, 500 bales Hemp, 200 bales Jute, 584 bales Gunnies, and 2,237 packages Merchandise. For Honolulu—214 packages Merchandise. For Punta Arenas—2 cases Silks, and 1 case Merchandise. For Panama—5 packages Merchandise. For Guayaquil—5 cases Silks, and 3 cases Merchandise. For Valparaiso—4 cases Silks. For New York—13 cases Silks, 80 bales Raw Silk, 48 packages Merchandise, 45 rolls Matting, and 20 packages Tea.

Per *Necker*, str., for Bremen/Hamburg—15 bales Feathers. For Rotterdam—12 cases Merchandise, and 2 cases Cigars from Manila. For Hamburg—10 bales Feathers, 24 cases Merchandise, 3 boxes Tea, and 10 cases Cigars from Manila. For New York—12 cases Fans, 7 packages Sundries, and 19 packages Fire Crackers. For Bremen—210 rolls Matting, and 5 cases Cigars. For London—20 cases Merchandise, and 2 cases Cigars from Manila. For Antwerp—79 packages Merchandise, 26 packages Tea, 2 bales Hemp, 125 bales Feathers, 10 cases Bristles, and 4 cases Fabrics from Manila. For Amsterdam—2 cases Cigars.

OPIUM MARKET—THIS DAY.

OLD MALWA, per picul—\$600 (Allowance, Tails 80).
NEW PATNA, (without choice) per chest—\$571
NEW PATNA, (first choice) per chest—\$582
NEW PATNA, (second choice) per chest—\$572
NEW BENGAL, (without choice) per chest—\$502
NEW BENGAL, (bottom) per chest—\$510
NEW PERSIAN (best quality) per picul—\$550
OLD PERSIAN (best quality) per picul—\$500
OLD PERSIAN (second quality) per picul—\$475

HONGKONG TEMPERATURE.

(Ft in Meas. Geo. Falconer & Co's Register.)
To-day: 71
Barometer—30.1
Thermometer—71
Thermometer—71
Thermometer—71
Thermometer—71
Thermometer—71
Thermometer—71
Thermometer—71
Thermometer—71
Thermometer—71

MAILS EXPECTED.

THE ENGLISH MAIL.
The P. & O. S. N. Co.'s steamer *Coromandel*, with the next English mail, left Singapore on the 4th instant at 5:30 p.m., and may be expected here on or about the 9th.

THE GERMAN MAIL.
The Norddeutscher Lloyd's steamer *Sachsen*, with the outward German mails, left Singapore on the 12th ultimo, left Singapore at 5 a.m. on the 8th instant, and may be expected here on or about the 13th.

THE AMERICAN MAIL.
The P. M. S. S. Co.'s steamer *City of New York*, with mails, etc., from San Francisco to the 18th ultimo, left Yokohama for this port on the 8th instant, at daylight, and may be expected here on or about the 14th.

THE INDIAN MAIL.
The steamer *Moray* left Singapore on the 6th instant, and is due here on the 12th.

THE CANADIAN MAIL.
The Canadian Pacific steamer *Abyssinia*, with the next Canadian mail, left Yokohama on the 31st ultimo, and is now due.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s extra steamer *Lombardy*, from Bombay, left Singapore on the 3rd instant at 4 p.m., and is expected here on the 9th.

The 'Glen' line steamer *Glenasmole*, from London, left Singapore on the 5th instant, and is due here on the 11th.

The D. D. R. steamer *Aglaia*, from Hamburg, left Singapore on the 6th instant at 5 p.m., and is expected here on the 12th.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Elektra*, from Trieste, left Penang on the 5th instant, and is expected here on or about the 13th.

The 'Shire' line steamer *Marionethshire*, from London, left Singapore on the 8th instant, and is expected here on the 14th.

The P. & O. S. N. Co.'s extra steamer *Tehran*, left Bombay for this port on Saturday the 1st instant, at noon.

Shipping.

ARRIVALS.
EUPHRATES, British steamer, 1,297, Edward, 7th June, Kobe 31st May, Rice—Russell & Co.

RICHARD PARSONS, American bark, 1,116, W. F. Thordike, 7th June, Newcastle 17th April, Coal—Order.

CONSTANCE, British ship, 1,502, P. R. Tingley, 7th June, New York 28th Feb., Kerosene Oil—Order.

MCBETH, British steamer, 622, J. M. Kunath, 8th June, Saigon 3rd June, General—Adams, Bell & Co.

BENARY, British steamer, 1,111, Le Boulillier, 8th June, Saigon 4th June, Rice and Paddy—Gibb, Livingston & Co.

PEKING, German steamer, 950, G. Heuermann, 8th June, Whampoa 8th June, General—Siemssen & Co.

NAMOA, British steamer, 863, F. D. Goddard, 8th June, Foochow 5th June, Amoy 6th, and Swatow 7th, General—D. Laprak & Co.

AIRLIE, British steamer, Winthrop Ellis, 8th June, Sydney 4th May, Brisbane 7th, Townsville 10th, Cooktown 11th, Thursday Island 14th, and Port Darwin 30th, General—Russell & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Apenara, British steamer, for Singapore.
Vorwarts, German steamer, for Haiphong.
Peking, German steamer, for Shanghai.
Carlsbrooke, British steamer, for Saigon.
Johann, German steamer, for Haiphong.
Wyvern, British steamer, for Otaru.
President Garfield, British steamer, for Manila.
Claro, British steamer, for Nagasaki.
Pakshan, British steamer, for Swatow.

DEPARTURES.
June 8, *Soochow*, British steamer, for Hoilow.
June 8, *Agarade*, British str., for Singapore.

PASSENGERS—ARRIVED.
Per *McBeth*, str., from Saigon—10 Chinese.
Per *Benary*, str., from Saigon—20 Chinese.
Per *Namoa*, str., from Foochow, &c.—140 Chinese.
Per *Airlie*, str., from Sydney, &c.—123 Chinese and 2 Japanese.

REPORTS.
The British steamship *Euphrates* reports that she left Kobe on the 31st ultimo. Had light north-east winds and rain.

The British steamship *Benary* reports that she left Saigon on the 4th instant. Had moderate southerly wind and smooth sea with fine clear weather.

The British steamship *McBeth* reports that she left Saigon at 4 p.m. on the 3rd instant. Had westerly winds to Cape Padaran, and from there to port had south and south-east winds and fine weather.

The British steamship *Airlie* reports that she left Sydney on the 4th ultimo, Brisbane on the 7th, Townsville on the 10th, Cooktown on the 11th, Thursday Island on the 14th, Port Darwin on the 30th, and arrived here on the 8th instant. Had generally fine clear weather and smooth sea throughout the passage. Passed a China Navigation Company's steamer, off Banks Strait, bound south.

The British steamship *Namoa* reports that she left Foochow on the 5th instant. Experienced light north-east winds and cloudy weather to Amoy. Left Amoy on the 6th, and Swatow on the 7th. From Amoy to Swatow had light variable winds and hazy weather, and from Swatow to port had moderate south to south-west winds with passing showers. In Foochow, the steamships *Glenloch*, *Faithful*, and *Newchwang*. In Amoy, the steamships *Talooka*, *Peowang*, *Foran*, *Fidella*, *Ching*, and *Ching*. In Swatow, the steamships *Wanchow* and *Soochow*.

Post Office.

A MAIL WILL CLOSE
For Manila.—Per *President Garfield*, to-morrow, the 9th instant, at 9 o'clock A.M.
For Shanghai.—Per *Peking*, on Monday, the 10th instant, at 9 o'clock A.M.
For Haiphong.—Per *Vorwarts*, on Monday, the 10th instant, at 9 o'clock A.M.
For Swatow and Shanghai.—Per *Kuisang*, on Monday, the 10th instant, at 9 o'clock A.M.
For Suez and Calcutta.—Per *Arratoon Apar*, on Tuesday, the 11th instant, at 2:30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ARRATOON APCAR, British steamer, 1,392, J. G. O'Brien, 4th June, Calcutta 10th May, Penang 20th, and Singapore 29th, Opium and General.—D. Sassoon, Sons & Co.
AVOCHIE, British steamer, 1,034, J. B. Smith, 5th June, Saigon 31st May, Rice—Morris & Ray.
CARLSBROOKE, British steamer, 993, R. Cass, 4th June, Haiphong 29th May, Ballast—Morris & Ray.

CHEANG HYE TENG, British steamer, 925, Scott, 24th May, Singapore 17th May, General—Cheong.
CIOWFA, British steamer, 1,055, F. W. Phillips, 3rd June, Bangkok 27th May, General—Yuen Fat Hong.

CICERO, British steamer, 1,030, A. George, 5th June, Nagasaki 31st May, Coals—Arnold, Karberg & Co.
ELSE, German steamer, 747, Jebens, 6th June, Saigon 1st June, Rice—Wieler & Co.

FAME, British steamer, 1,17, A. Stopani—Hongkong and Whampoa Dock Co.
GAILIE, British steamer, 4,205, W. G. Pearne, 2nd June, San Francisco 13th May, and Yokohama 28th, Mails and General—O. & S. S. Co.

GENERAL WERDER, German steamer, 1,820, 4th June, Yokohama 26th May, Kobe 29th, and Nagasaki 31st, Mails and General—Melchers & Co.

GUTHRIE, British steamer, 1,407, S. G. Green, 7th June, Sydney 15th May, Cape Moreton 17th, Townsville 20th, Cooktown 21st, Thursday Island 25th, and Port Darwin 29th, Coals and General—Russell & Co.

JOHANN, German steamer, 427, Bing, 7th June, Pakhoi and June, and Hoilow 5th, General—Wieler & Co.

MARIE, German steamer, 704, C. F. Hundewadt, Haiphong 2nd June, General—A. R. Mait.

MONKUP, British steamer, 860, R. Unsworth, 25th May, Bangkok 17th May, and Hoilow 24th, Rice and General—Yuen Fat Hong.

PAKSHAN, British steamer, 835, E. F. Stovell, 5th June, Bangkok 28th May, General—Hop King Hong.

PRESIDENT GARFIELD, British steamer, 1,288, G. Cartmear, 4th June, Saigon 31st May, Rice and Paddy—Wieler & Co.

SUNGKANG, British steamer, 999, Glasdon, 6th June, Swatow 5th June, General—Butterfield & Swire.

TSINAN, British steamer, 1,428, W. N. Allison, 17th May, Whampoa 17th May, General—Butterfield & Swire.

VORWARTS, German steamer, 612, J. Bruhn, 7th June, Haiphong 4th June, General—Arnold, Karberg & Co.

WYVERN, British steamer, 1,08, J. Brotherton, 3rd June, Saigon 30th May, Rice and General—Tung Kee.

ZAFIRO, British steamer, 675, McCaslin, 30th May, Manila 27th May, General—Russell & Co.

SAILING VESSELS.
AGENOR, American ship, 1,474, John H. Frost, 25th May, New York 28th Dec., Kerosene Oil—Order.

ALEXANDER VENTS, British ship, 1,293, J. W. Dunham, 2nd June, New York 4th Dec., Petroleum—Order.

ARON, Norwegian bark, 634, Christensen, 17th May, Rajang 1st May, Timber—Chinese.

BENGAL, French bark, 544, Scott, 22nd May, May, Singapore 2nd April, Timber—Melchers & Co.

CAMELOT, British bark, 370, Murphy, 1st June, Fremantle, W.A., 2nd March, Sandalwood—Jardine, Matheson & Co.

CHITTOOR, British bark, 217, Thos. Gortley, 21st May, Sharks Bay 26th March, Sandalwood—Jardine, Matheson & Co.

DOROTHEA, German bark, 620, H. Th. Moeller, 2nd May, Hamburg 1st Dec., General—Siemssen & Co.

ERKORNING, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island—Chinese Customs.

ESCORT, American bark, 636, Waterhouse, 7th June, Singapore 15th May, Timber—Captain.

FOOCHOW, Siamese brig, 370, Sequeira, 7th June, Bangkok 1st May, Timber—Chinese.

GEO. V. JORDAN, American schooner, 662, E. V. Lyman, 29th May, Haiphong 10th May, Ballast—Order.

GREAT ADMIRAL, American ship, 1,497, James F. Rowell, 20th April, San Francisco 1st May, General—Russell & Co.

HALLORDA, British ship, 1,088, Hayden, 21st May, New York 28th Dec., Kerosene Oil—Order.

HATTIE E. TAPLEY, British bark, 907, J. McConachy, 20th March, Sandakan 29th January, Timber—Gibb, Livingston & Co.

IRON, French bark, 564, F. Reynier, 7th June, Honolulu 20th April, General—Melchers & Co.

JAMES G. BAIN, British bark, 597, C. E. McNitt, 2nd April, Newcastle, N.S.W., 10th March, Coals—Order.

KALAKA, Hawaiian bark, 382, John Duncan, 24th April, Honolulu 28th February, Old Copper—Jardine, Matheson & Co.

LAUGHING WAVE, British brig, 161, Alfred Rickard, 2nd June, Fremantle, W.A., 1st April, Sandalwood—Siemssen & Co.

LUZON, American ship, 1,339, J. G. Park, 25th May, New York 19th Dec., Petroleum—D. Laprak & Co.

MARIE TAYLOR, British ship, 1,298, C. E. Dunah, 2nd June, Cardiff 6th December, Coal—Melchers & Co.

MARTHA, British bark, 852, Cooke, 5th May, Singapore 4th March, Timber—Ed. Schellhorn & Co.

NARVAL, British ship, 1,327, Weston, 4th June, Kobe 12th May, Coal—Adams, Bell & Co.

PAPA, German bark, 748, C. L. Henke, 29th April, Hamburg 12th Dec., General—Carlowitz & Co.

SIR WM. WALLACE, British bark, 958, T. R. Brown, 2nd June, Singapore 10th May, Timber—Kwong Mow Yee.

SOUTHERN CROSS, American ship, 1,087, J. A. Bailey, 13th May, Newcastle, N.S.W., 16th March, Coal—Gas Company.

SPIDAWAY, British bark, 325, J. G. Garlick, 2nd June, Champion Bay 4th April, Sandalwood—Siemssen & Co.

TEAM, American ship, 1,282, Allyn, 13th April, New York 10th Nov., Oil—Russell & Co.

VELOCITY, British bark, 490, R. Martin, 20th May, Honolulu 28th March, General—Pestus & Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Abyssinia	Vancouver	June 8th	Adams, Bell & Co.
Lombardy	Bombay	June 9th	P. & O. S. N. Co.
Coromandel	London	June 9th	P. & O. S. N. Co.
Glencarn	London	June 12th	Jardine, Matheson & Co.
Moray	Calcutta	June 12th	Jardine, Matheson & Co.
Sachsen	Bremen	June 12th	Melchers & Co.
Ayala	Hamburg	June 12th	Siemssen & Co.
Elektra	Trieste	June 13th	Austro-Hung. Lloyd's Co.
City of New York	San Francisco	June 14th	Pacific Mail S. S. Co.
Merionethshire	London	June 14th	Adams, Bell & Co.
Tehran	Bombay	June 17th	P. & O. S. N. Co.
Batavia	Vancouver	June 30th	Adams, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Rohilla	P. & O. S. N. Co.	June 15th, at noon.
London (direct).....	Brindisi.....	P. & O. S. N. Co.	Quick despatch.
London, via Suez Canal	Telemaachus	Butterfield & Swire	June 16th.
London, via Suez Canal	Oopack	Arnhold, Karberg & Co.	About June 17th.
Marseilles, via Saigon, &c.	Oxus	Messageries Maritimes.	June 20th, at noon.
San Francisco, via Y'hama	Gaelic	O. & O. S. S. Co.	June 15th, daylight.
San Francisco, via Y'hama	City of New York:	Pacific Mail S. S. Co.	June 22nd, at 1 p.m.
Vancouver, B.C., via K, &c.	Abyssinia	Adams, Bell & Co.	June 20th, at noon.
Port Darwin, &c.	Changsha	Butterfield & Swire	June 15th, at 4 p.m.
New Zealand Ports.....	Whampoa	Butterfield & Swire	June 12th, at 4 p.m.
Calcutta, via Straits.....	Airatoun Apar	D. Sassoon, Sons & Co.	June 11th, at 3 p.m.
Yokohama, via Nag., &c.	Lombardy	P. & O. S. N. Co.	June 12th, at noon.
Kobe (direct).....	Macbeth	Adams, Bell & Co.	About June 11th.
Tientsin.....	Sungkiang	Butterfield & Swire	June 10th, at 4 p.m.
Shanghai	Coromandel	P. & O. S. N. Co.	Quick despatch.
Shanghai	Peking	Siemssen & Co.	June 10th, at 4 p.m.
Shanghai, via Swatow	Kutsang	Jardine, Matheson & Co.	June 10th, at 4 p.m.
Haiphong	Vorwaerts	Arnhold, Karberg & Co.	June 11th, daylight.
Bangkok	Mongkut	Yuen Fat Hong	June 12th, at 8 a.m.